

BookletChartTM

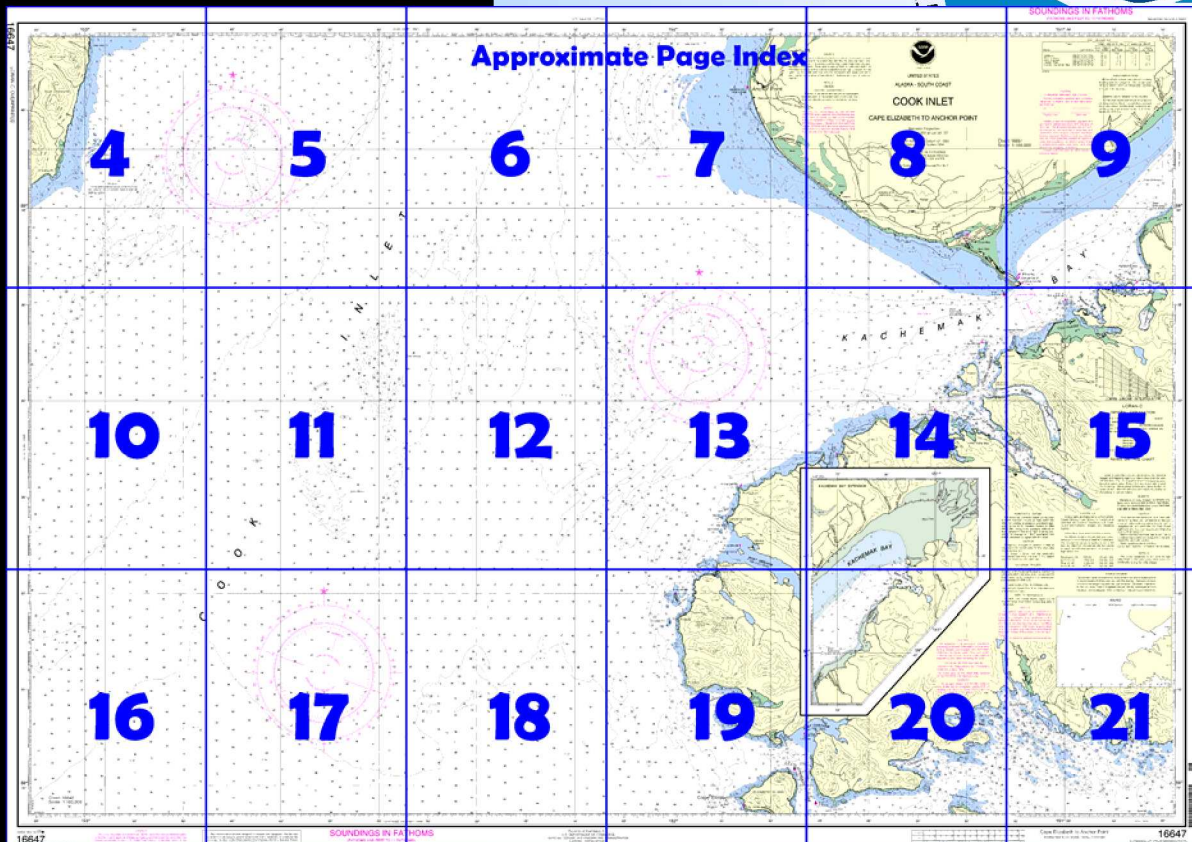
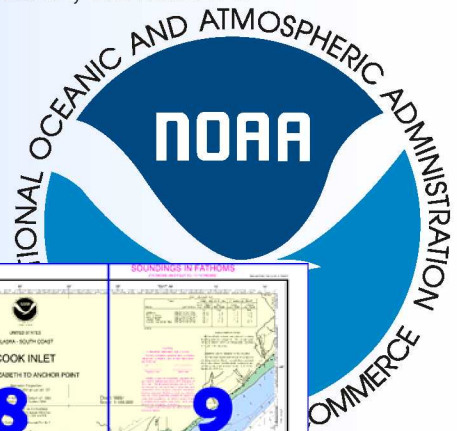
Cook Inlet - Cape Elizabeth to Anchor Point

(NOAA Chart 16647)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☒ Complete, reduced scale nautical chart
- ☒ Print at home for free
- ☒ Convenient size
- ☒ Up to date with all Notices to Mariners
- ☒ United States Coast Pilot excerpts
- ☒ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

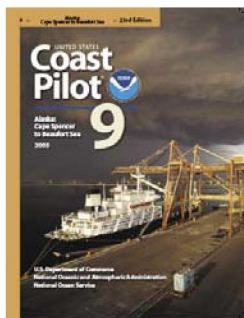
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 9, Chapter 4 excerpts]

(974) **Gore Point** is the SE end of a prominent headland on the E side of the entrance to Port Dick. From E and W, the headland has the appearance of an island, with **Gore Peak**, near the middle and a broad, high shoulder at the ends, and separated from the highland N by a narrow gap. The arch in **Arch Rock**, at the E end of Gore Point, shows over a small arc from S, and a folding in the strata in the face of the cliff shows on the S side of the headland.

(975) Within a radius of 1.2 miles of Gore Point, the bottom is very irregular, depths of 14 fathoms being found at that distance off. A depth of 5½ fathoms was found 0.4 mile S of the point in general depths of 10 to 15 fathoms.

(976) Tide rips with steep, short choppy seas have been reported 3 to 5 miles S of Gore Point, especially on an ebb current with either a strong W or SE wind.

(977) The neck joining the headland at Gore Point to the mainland is low and wooded. On the W side of the neck is a cove affording indifferent anchorage with E winds. The S point of the cove is the W end of the headland, and is a shelving ridge of bare rock. Close to this point is a rocky islet, from which rocks, bare at low water, and kelp extend about 200 yards NW. A rock, covered at high water, is about 100 yards from the cliff at the SE end of the cove. A large kelp area extends about 200 yards NW from the rock. The anchorage is in 18 to 25 fathoms, soft bottom, 250 to 300 yards from the beach of the low neck and about 0.3 mile from the cliff on the S side. The water deepens rapidly NW, the swinging room is scant, and the anchorage is uneasy. It is recommended only as a temporary anchorage.

(978) **Port Dick** extends N for 2.5 miles to the junction of its three main arms. Abrupt shoals are within a radius of 2 miles about the point at the W side of the entrance to Port Dick. The areas near the point are foul.

(979) **Takoma Cove** and **Sunday Harbor** are branches of the arm or bay on the E side of Port Dick, 2.5 miles above the entrance. A dangerous reef, covered ¼ fathoms, is 0.3 to 0.5 mile W from the S side of the entrance to the arm. Takoma Cove and Sunday Harbor are the anchorages generally used in Port Dick, weather permitting. Sunday Harbor has irregular depths, but is used as an anchorage by smaller vessels for the increased protection from SE weather. The holding ground is fair in Sunday Harbor.

(980) Anchor in the entrance to Takoma Cove with the shore to the SW open with the point at the W side of the entrance to Port Dick; select a depth of 17 to 18 fathoms, sticky mud bottom. In the lesser depths near the head of the cove, the bottom is rocky, has poor holding quality, and has many off-lying rocks. Tacoma Cove offers fair protection from E and NE weather, but poor protection for SE through SW weather.

(981) **Taylor Bay**, the N arm of Port Dick, extends in a N direction for 3.5 miles and is 1.5 miles wide at the entrance. Except for rocks fringing the shores, no dangers were found in the bay. A rock, 4 feet high, is 1.5 miles N of the entrance and 130 yards off the first well-defined point on the E shore. At the beginning of the narrows are two rocks, awash at half tide and about 100 yards off the E shore.

(982) At the upper end of the bay is a basin, with depths of 20 to 25 fathoms, surrounded by extensive mudflats.

(983) **West Arm** extends W for a distance of 7.5 miles. There are two coves on the N side of the arm, 1.5 and 4 miles, respectively, from the entrance. The first cove has two islands in the center. Anchorage can be had E of the islands in 16 to 19 fathoms, rock and mud bottom. Smaller vessels anchor W to NW of these islands in 17 fathoms, especially during W and E winds. Another anchorage for small vessels can be had behind a short peninsula 3 miles in on the S side of the Arm. Good protection from E weather is found close to the beach. The westernmost cove is practically bare at low water. At the head of the arm on the S side are two islets, the W one marking the low-water line which extends directly across the arm at this point.

(984) In the SW approach to Port Dick is dangerous **Gore Rock**, covered 1¼ fathoms, 7.5 miles 244° from Gore Point and approximately 3.5 miles from shore.

(985) **Qikutulig Bay** has good anchorage for small craft in 15 fathoms and less. Between Port Dick and this bay the shore should not be approached closer than 2 miles, because of rocks awash that extend 1.5 miles off.

(986) **Rocky Bay** is broken by numerous rocks, islets, rocks that uncover, and shoal spots. The depths are irregular and of little use as guides for navigation. Small and medium sized vessels can find sheltered anchorage in mud bottom with good ground in **Picnic Harbor**. The harbor is at the head of the bay, and 220 to 300 yards wide. Use care to avoid the rocks on the NE side of the entrance when entering the harbor. An

unmaintained trail connects Picnic Harbor with Jakolof Bay, then it continues as a gravel road to Seldovia.

Table of Selected Chart Notes

NOTE E
Large and localized waves within this area are considered an extreme hazard to small craft navigation.

For Symbols and Abbreviations see Chart No. 1

MINERAL DEVELOPMENT STRUCTURES
Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).


WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.
Refer to charted regulation section numbers.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 9 for important supplemental information.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

COLREGS. 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to North American Datum of 1927 must be corrected an average of 1.953" southward and 8.693" westward to agree with this chart.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.
The buoys in Cook Inlet are seasonally maintained from May 1 to Nov. 1. For details see U.S. Coast Guard Light List.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, U.S. Coast Guard, and National Imagery and Mapping Agency.

NOTE C
This entire foreshore as far north as Sea Otter Point is foul with rocks. New rocks are continually falling from the slopes.

CAUTION
Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
○ (Accurate location) ◌ (Approximate location)

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

HEIGHTS
Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Raspberry I, AK	KZZ-90	162.425 MHz
Bede Mt, AK	WNG-528	162.450 MHz
Pillar Mt, AK	WNG-531	162.525 MHz
Ninilchik, AK	KZZ-97	162.550 MHz
Homer, AK	WXJ-24	162.40 MHz

Mercator Projection
Scale 1:100,000 at Lat 59° 30'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

NOTE D
CAUTION
Cook Inlet, Eastern Portion
Numerous uncharted and dangerous submerged boulders exist in the eastern portion of Cook Inlet. Mariners should use extreme caution in this area.

LORAN-C
GENERAL EXPLANATION

LORAN-C FREQUENCY 100kHz.
PULSE REPETITION INTERVAL
9990 99,900 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M Master
W Secondary
X Secondary
Y Secondary
Z Secondary
EXAMPLE: 9990-Y

RATES ON THIS CHART

Loran-C correction tables published by the National Imagery and Mapping Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the 1/4 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

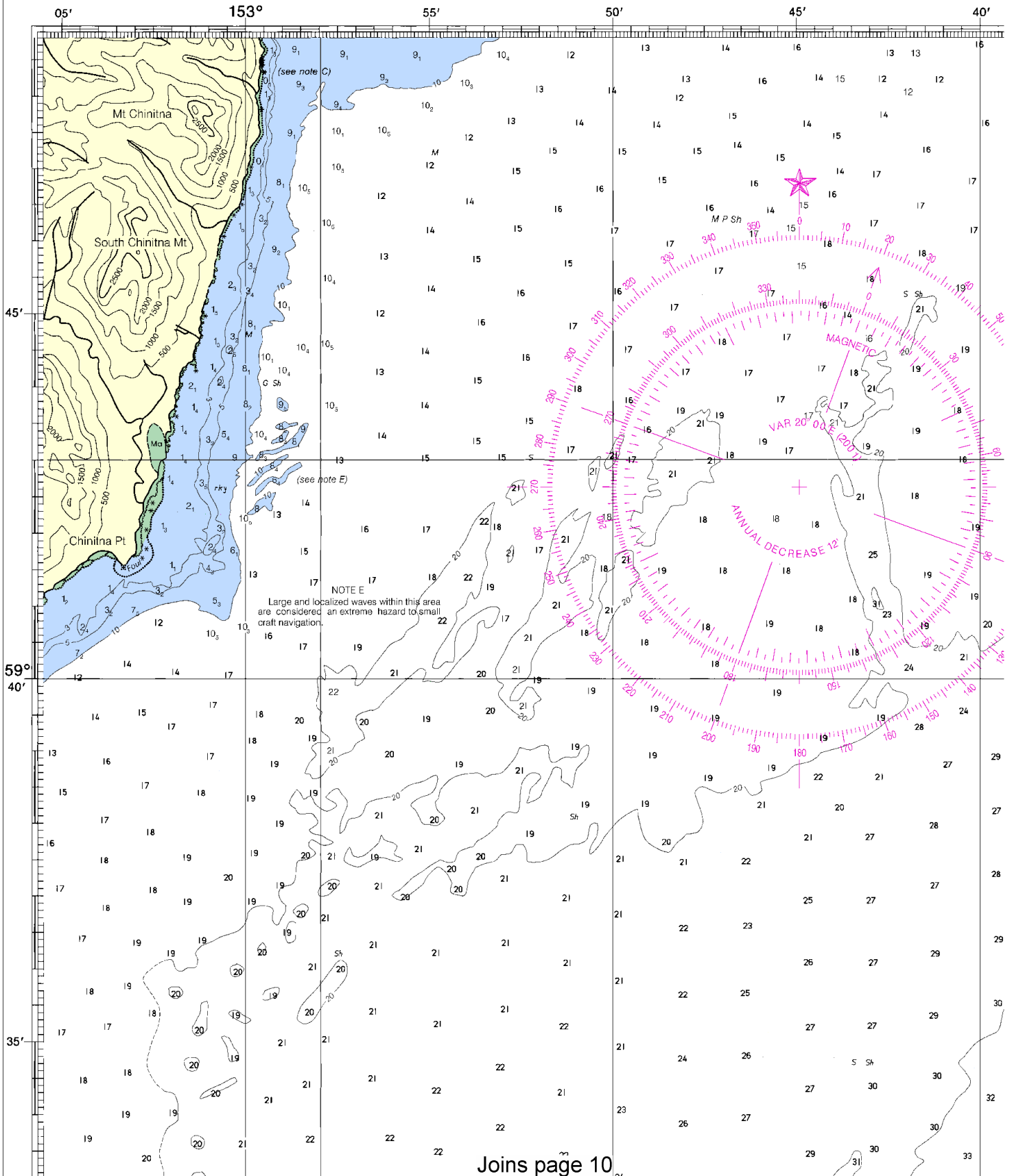
SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

CAUTION
This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

16647

LORAN-C OVERPRINTED



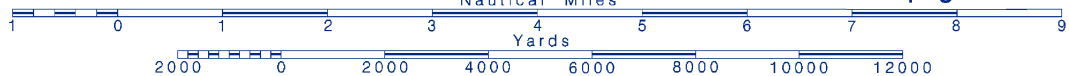
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SCALE 1:100,000

See Note on page 5.



6



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~~SCALE 1:100,000~~
Nautical Miles

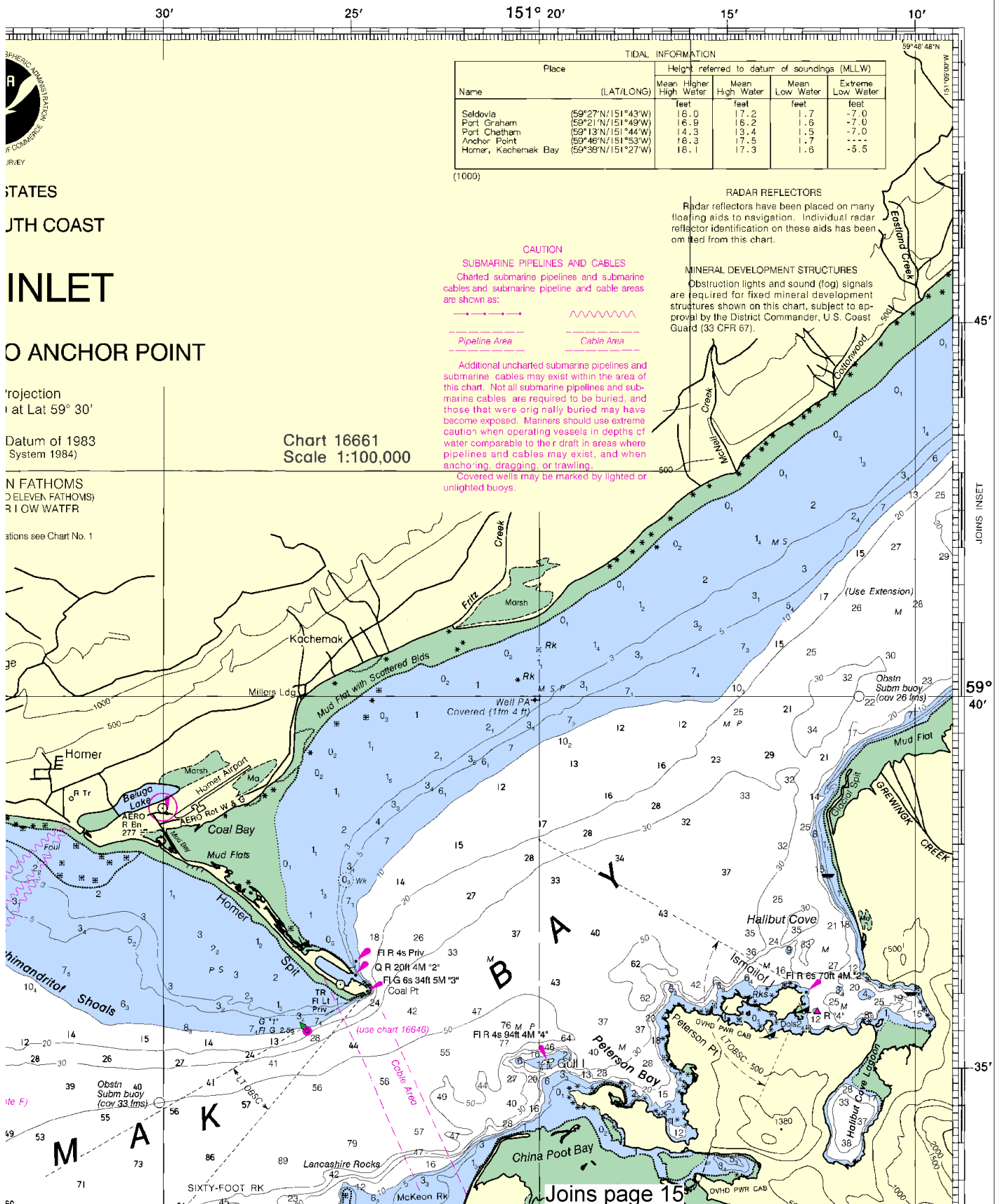
See Note on page 5.



SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

Nautical Chart Catalog No. 3, Panel K



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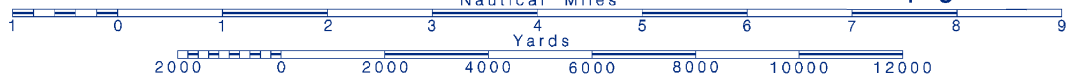
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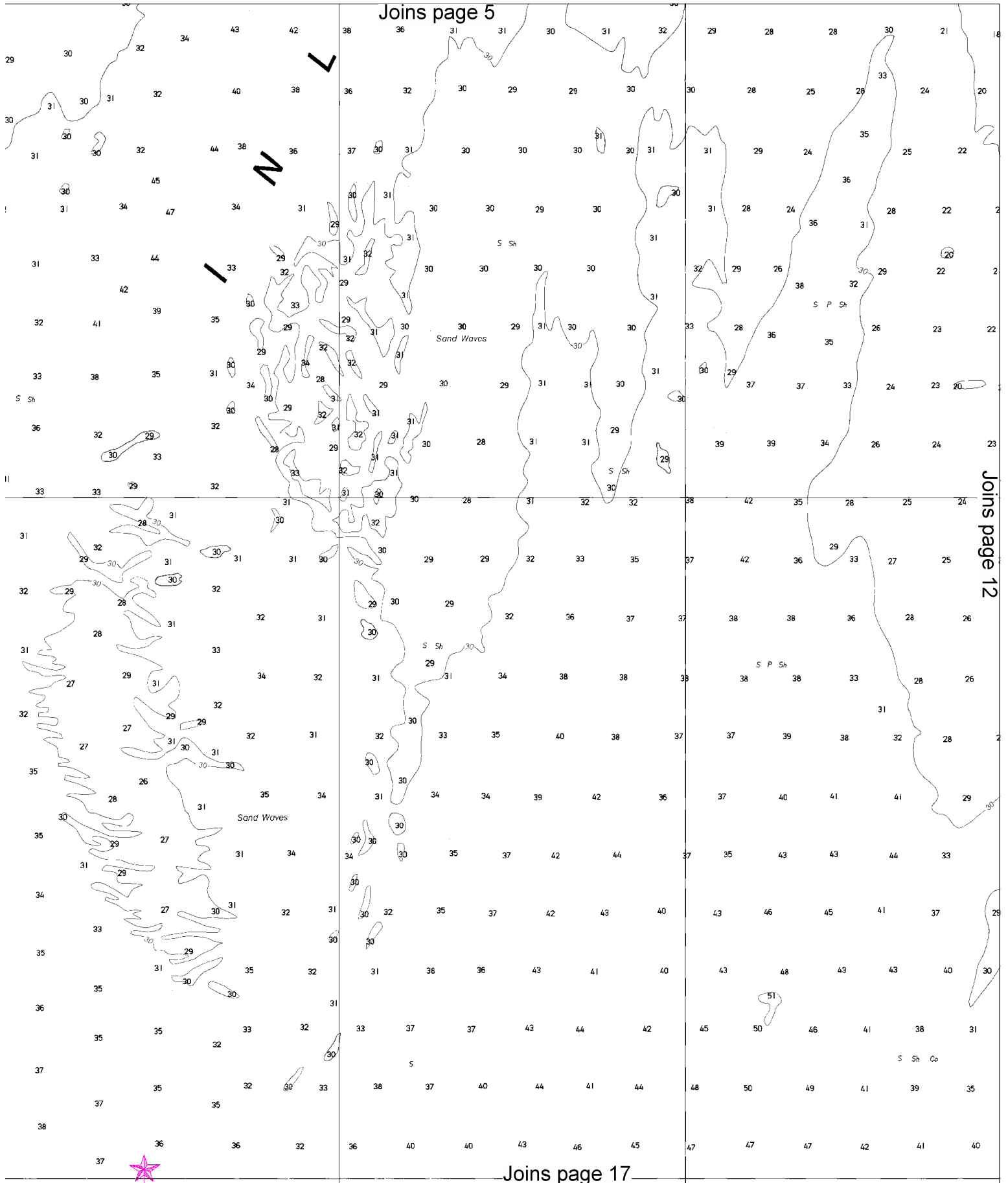
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SCALE 1:100,000

See Note on page 5.



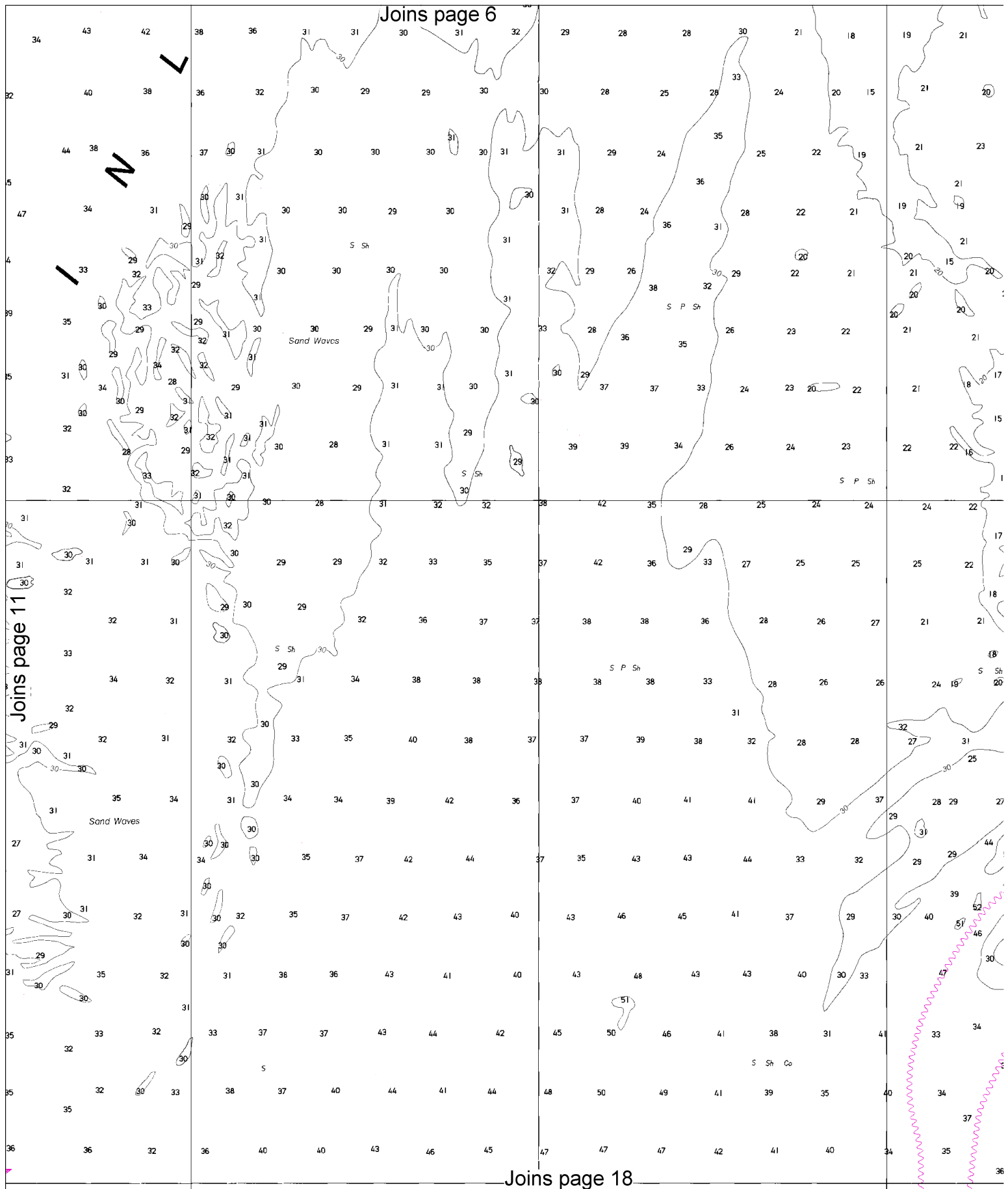
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Joins page 6



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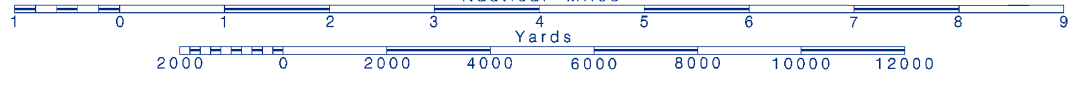
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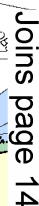


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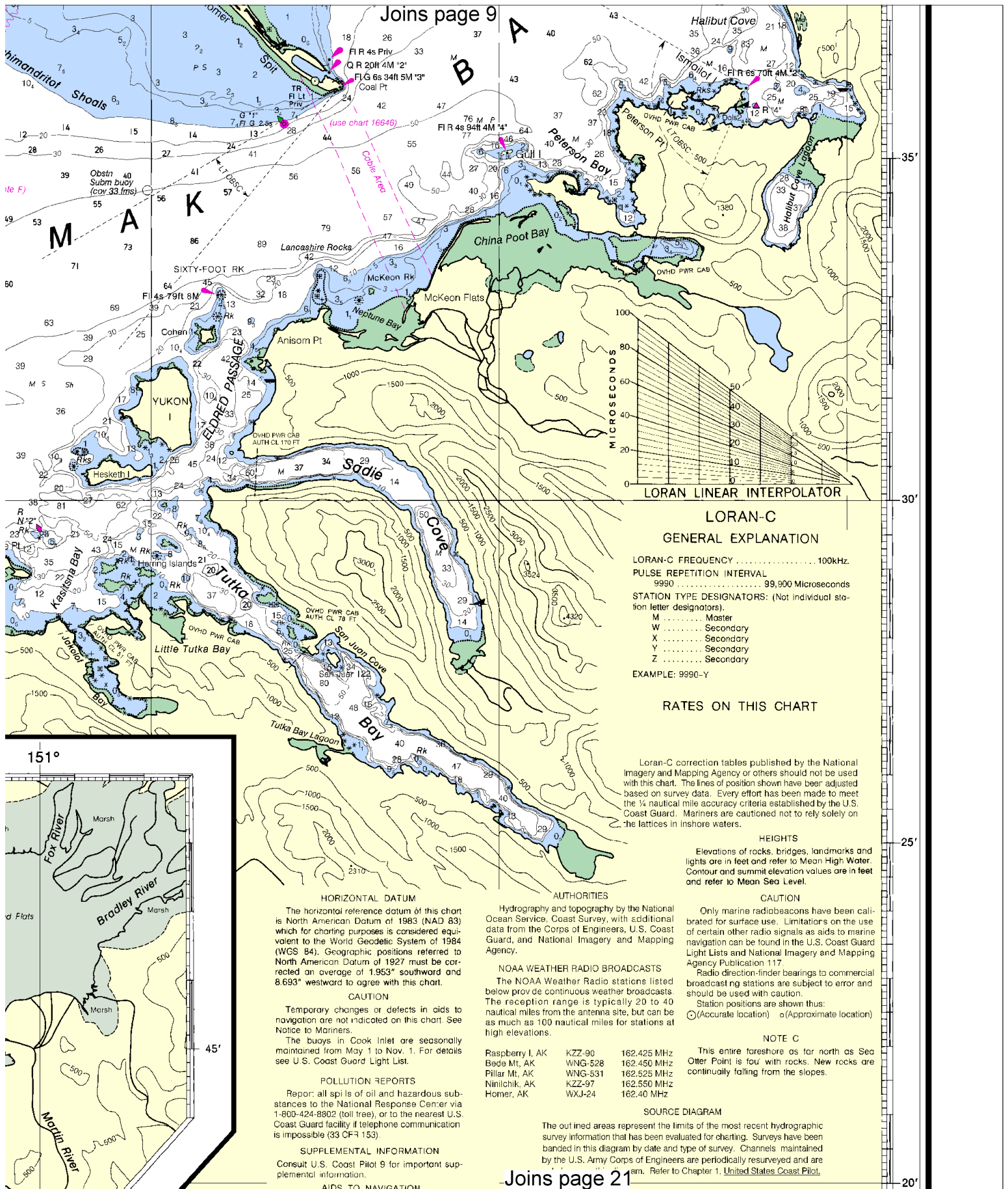
SCALE 1:100,000

See Note on page 5.





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Joins page 9

A

B

M

A

K

M

S

H

45'

20'

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY 100kHz.
PULSE REPETITION INTERVAL
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EXAMPLE: 9990-Y

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SUPPLEMENTAL INFORMATION

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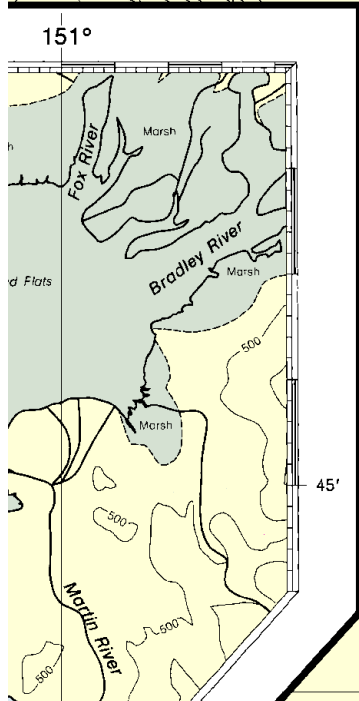
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NOAA WEATHER RADIO BROADCASTS

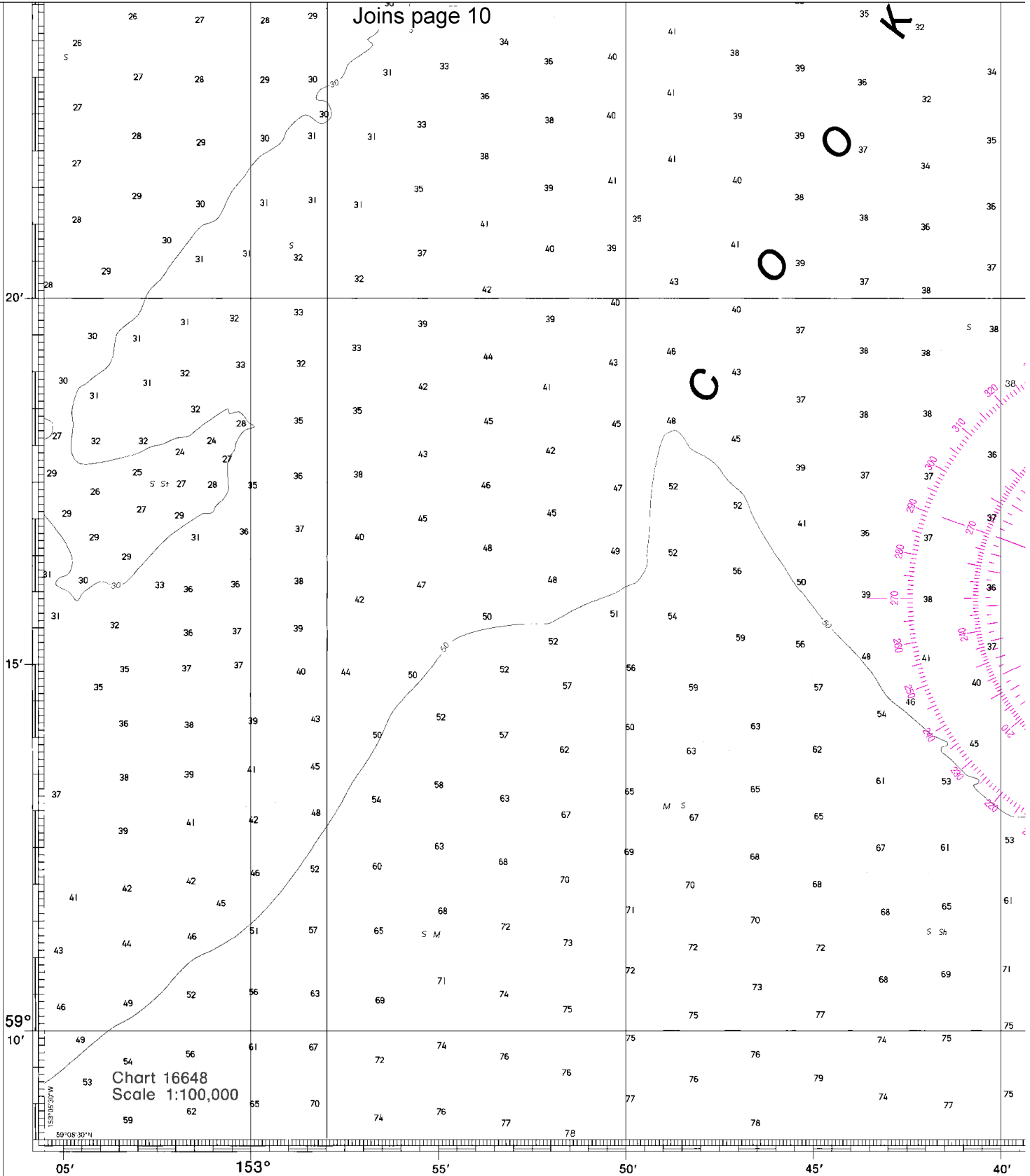
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Homer, AK	WXJ-24	162.40 MHz



Joins page 21

Joins page 10



3rd Ed., May 12/01

16647

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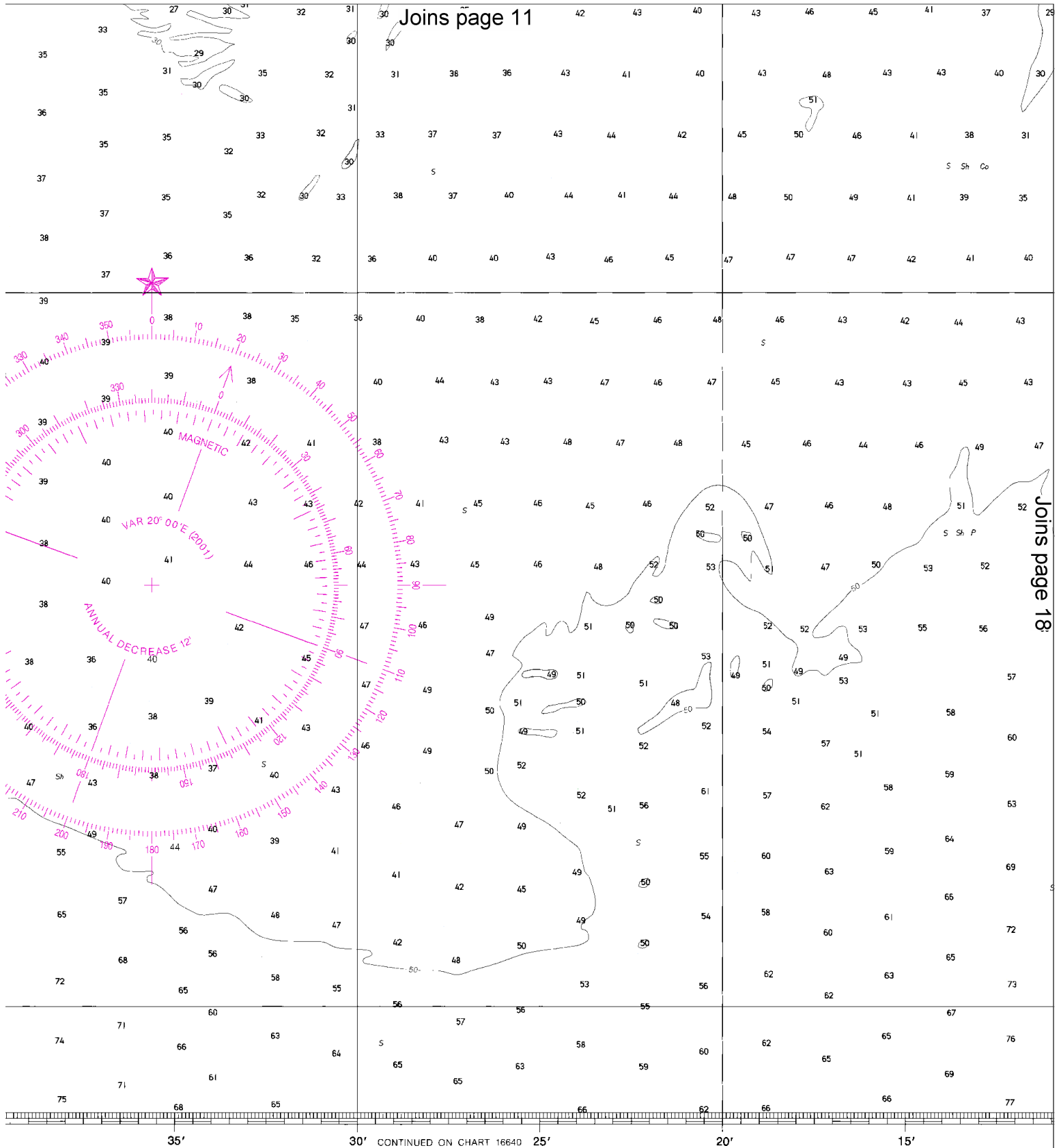
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SCALE 1:100,000

See Note on page 5.



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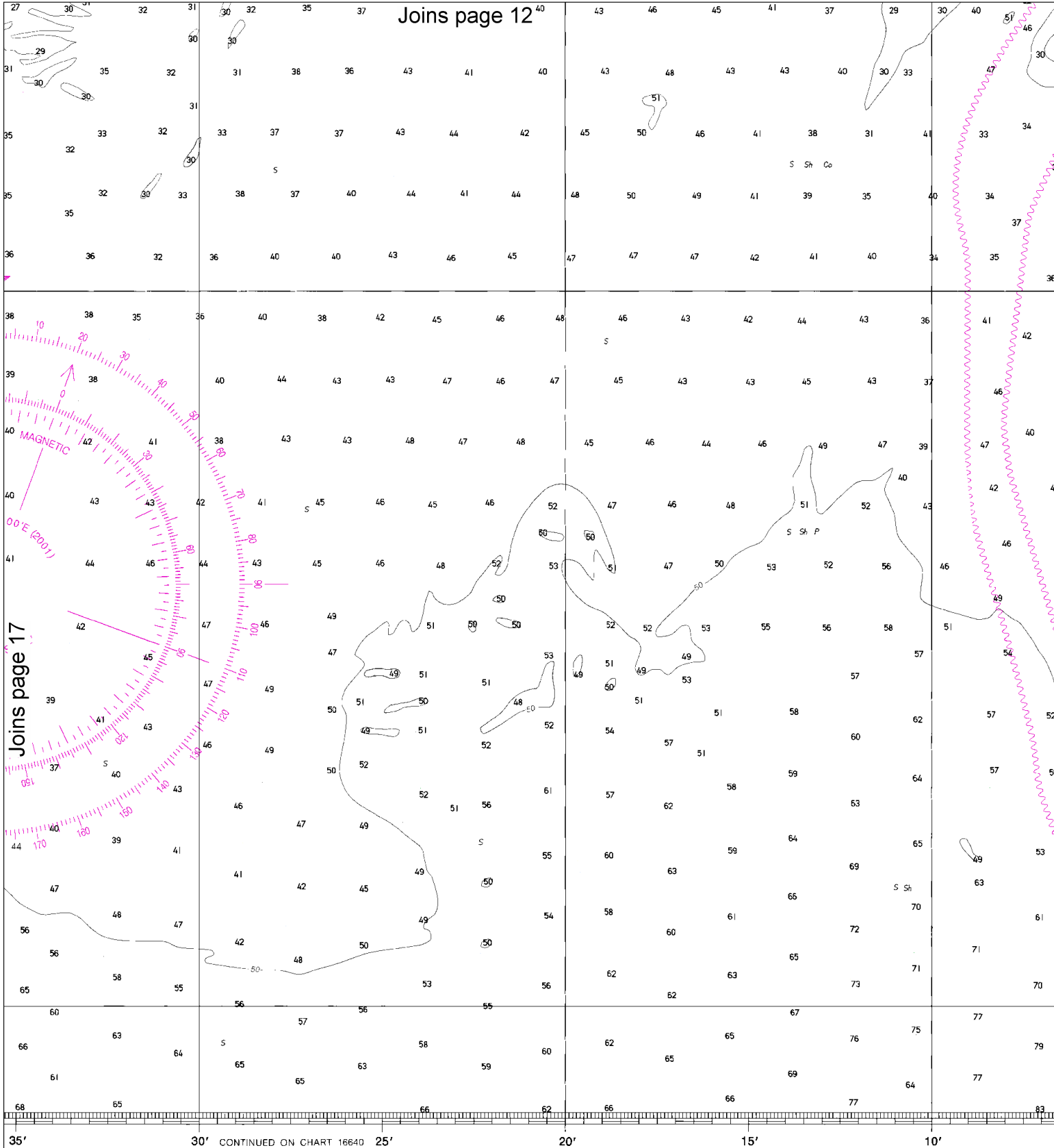
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The National
Instruments for
the Ocean

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO 11 FATHOMS)

U.S.
NATIONAL O

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SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

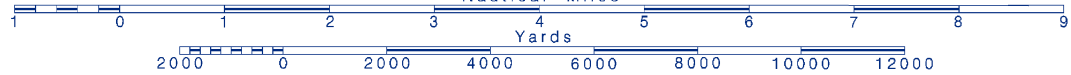
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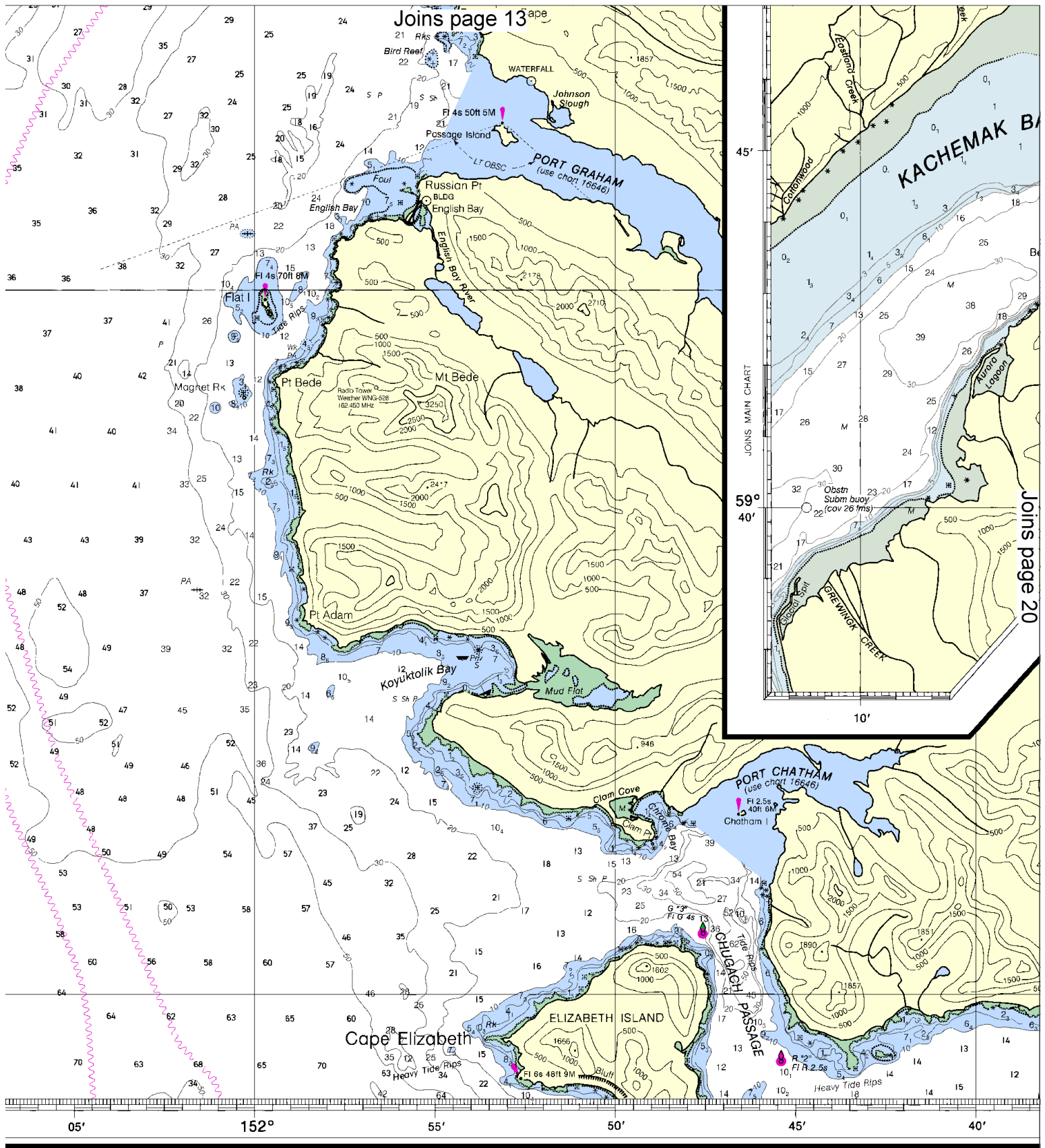


Printed at reduced scale.

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C.
MERCE
ADMINISTRATION
E



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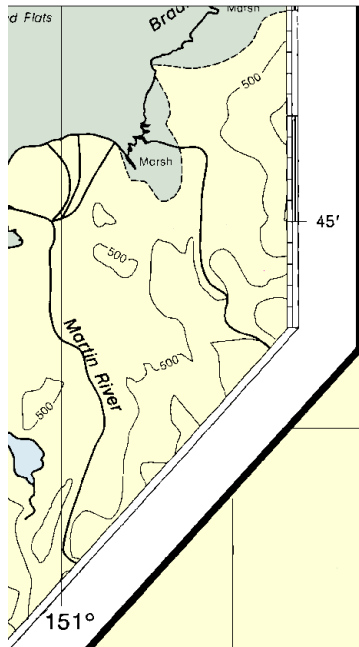
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Nautical Miles

See Note on page 5.



FATHOMS	
FEET	
METERS	1

METERS	1
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SUPPLEMENTAL INFORMATION

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AIDS TO NAVIGATION

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Refer to charted regulation section numbers.

CAUTION

Oil exploration and production operations are being conducted in the waters of Cook Inlet. Drilling vessels and movable and permanent platforms are being used. Only permanent platforms are charted. Mariners are urged to exercise caution when transiting the area.

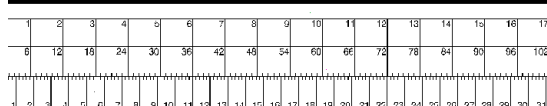
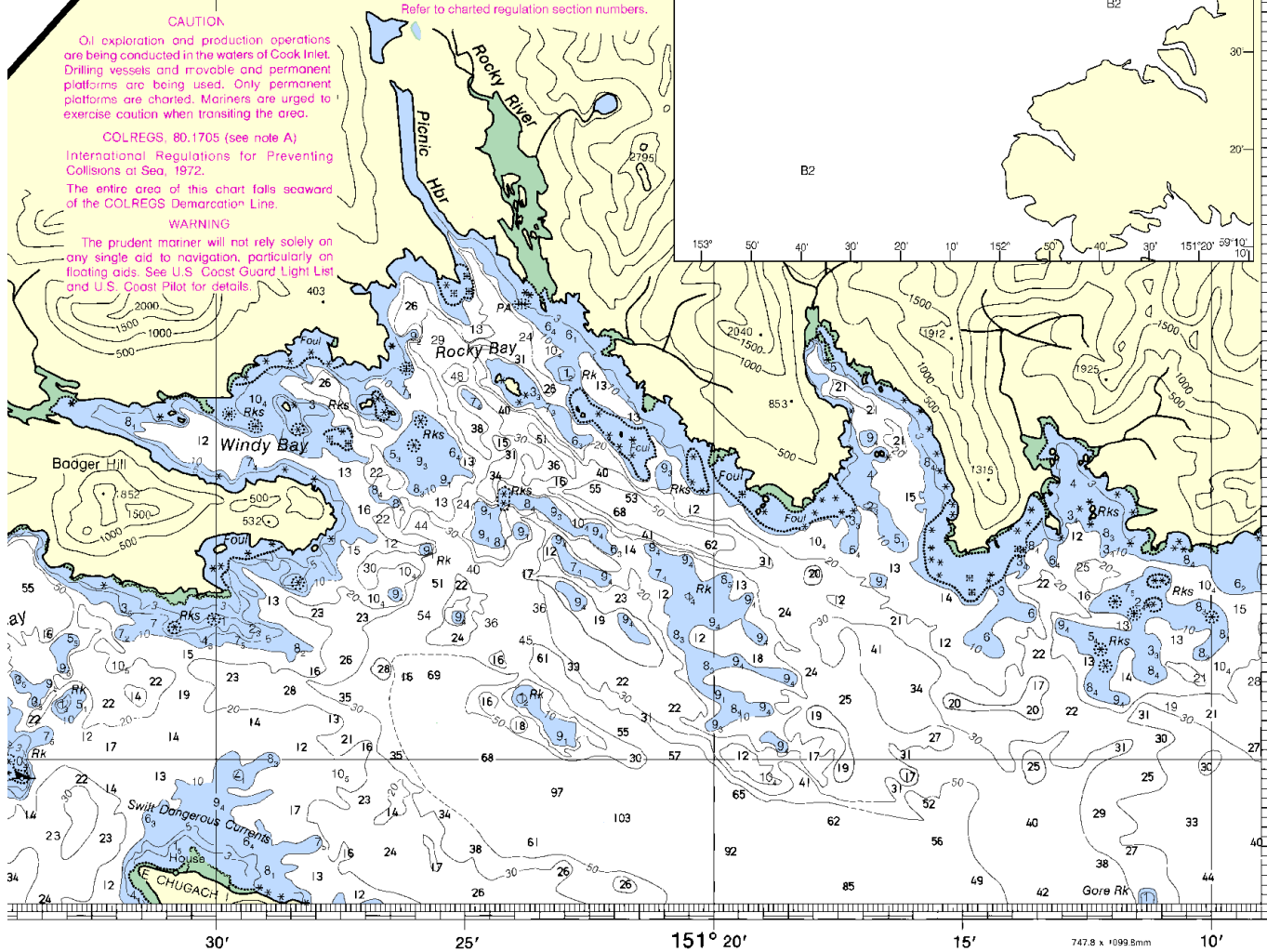
COLREGS. 80.1705 (see Note A)

International Regulations for Preventing Collisions at Sea, 1972.

The entire area of this chart falls seaward of the COLREGS Demarcation Line.

WARNING

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Cape Elizabeth to Anchor Point
SOUNDINGS IN FATHOMS - SCALE 1:100,000

16647
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21

Hydrographic and topographic data were obtained from the U.S. Coast Survey, with additional data from the Corps of Engineers, U.S. Coast Guard, and National Imagery and Mapping Agency.

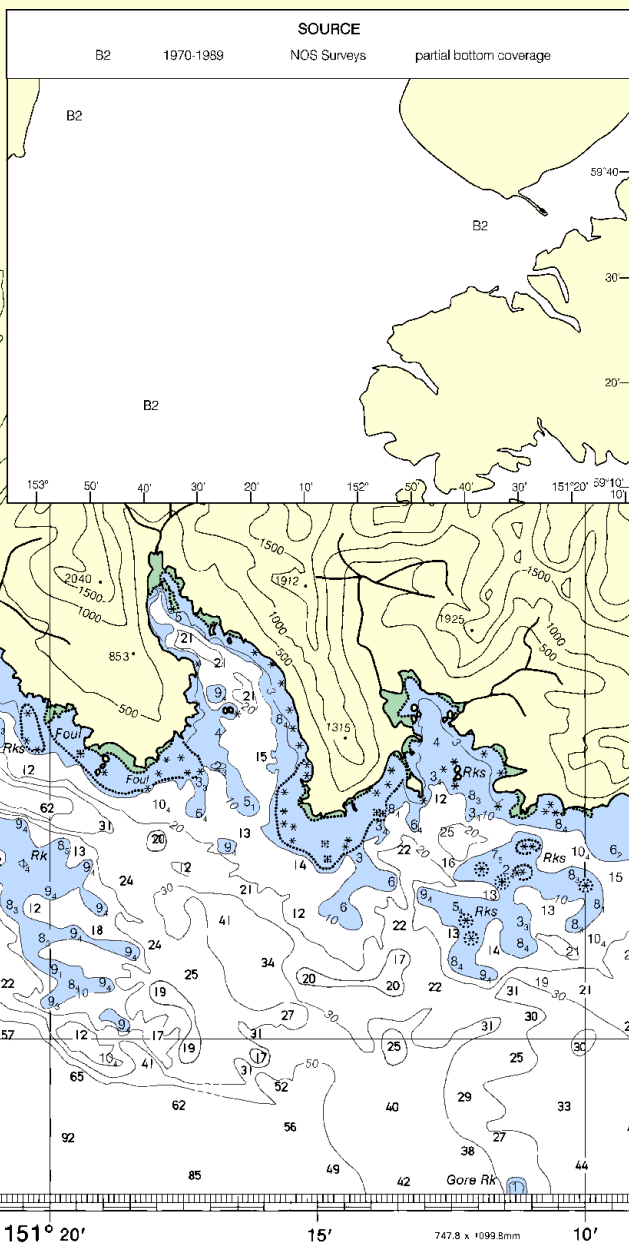
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ED NO. 3

NSN 7642014006787
NIMA STOCK NO. 16647

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Search & Rescue (Pacific Coord) – 510-437-3700

Coast Guard Search & Rescue (RCC Juneau) – 907-463-2000

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.